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PRIVATE RESIDENCES AT THE
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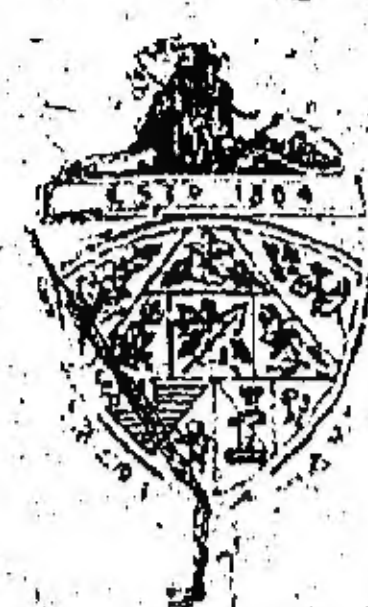
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Mrs. A. Wells, of Hongkong.

HONGKONG OFFICE: 101, DES VOGES ROAD.

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The Daily Press.

HONGKONG, SEPTEMBER 18th, 1908.

The vigorous measures which have been taken by the French authorities in Tonkin to preserve peace within the province and along the frontier appear to have been attended with complete success. In official circles in Paris it has from the first been maintained that an undue amount of pessimism has been manifested by the public regarding the situation in Indo-China, and the plan has been laid at the door of the French Colonial Press. We have noticed among the rumours to which publicity has been given in Paris one to the effect that an army of 10,000 Chinese revolutionaries threatened the frontier of Tonkin, while bands of brigands, estimated to number upwards of 30,000, were said to be overrunning French territory. Coming as it did upon the heels of such rumours as these, the sensational story of the native plot to poison a regiment of artillery at Hanoi—a plot which very nearly succeeded—naturally tended to confirm the previous stories and created much anxiety in France. So much pessimism indeed, has prevailed in France that the Minister of the Colonies last month permitted himself to be interviewed by two of the leading Paris papers to whom he gave explanations calculated to pacify the public mind. His first bit of advice was in the nature of a warning against the Colonial Press which he declared to be "inspired by motives not always those of the general

interest." We are not concerned to defend the papers of Indo-China from this general charge, but we are at a loss to understand what motives they can have for representing the political situation in Indo-China to be worse than they really believe it to be. We have ourselves attentively read some of the Indo-China papers, and we should rather be inclined to give to the papers some measure of credit for the improvement in the situation. They at any rate, spurred the authorities to action. The Government is sending to Indo-China this autumn 4,000 fresh troops, and as the inadequacy of the garrison has been the cause of the "panicky" feeling, the Colonial Press is justified by the action of the Government, if not by the public declaration of the Minister of the Colonies. It is not an easy matter to determine the extent of the revolutionary movement in Tonkin. A few months ago the Colonial Press brought to notice some inflammatory literature which had been extensively circulated among the natives in Annam counselling an uprising against French domination. Later came the Hanoi incident, complicated by a mutiny, both organised, the Minister is reported to have declared, by malevolent Mandarins and certain Annamites "who had imbibed anti-European ideas from residence in China and Japan, and members of secret societies." As to the troubles on the northern frontier of Tonkin, the Minister rightly said these must be ascribed to the insurrection of reformers against the Chinese Government. "When a band of reformers have been defeated they make their way into French territory, refuse to surrender their arms, fight to defend them, and pillage to preserve their existence. But it is not probable or logical that these bands are in relation with malcontents in Annam or Tonkin." The Chinese Government, however, do not accept this view, and we may well leave the decision to those who are appointed to determine this question, which arises in connection with the claims made by France against China for a violation of the frontier. The lesson of the experience is that the disturbers of the peace—be they Chinese or Annamites—can be controlled by an adequate display of physical force. France, however, has its "Little Franks" as England has its "Little Englanders," and M. Hanu Rocheront has been distinguishing himself recently by advocating the abandonment of the Colony "while it can be done gracefully." His view is that ever since the defeat of Russia by Japan "it has been evident that France will not be allowed to occupy the country for many more years." M. Hanu Rocheront's advice in the matter is not likely to be acted upon. France would save ten millions of francs a year by abandoning Tonkin, but we question whether "the blow to French pride" would be saved by the saving of that expense.

Five resignations and three members struck off the strength of the Volunteer Corps are announced in Orders. Two other recruits have come forward.

An officer of the Chinese Customs has been victimised by a Hongkong thief. On Wednesday night he took a ricksha at the German Tavern to proceed to the Canton steamers wharf, whence he was going to ship to Hoihow. On the way he fell asleep, and while he slept he was relieved of a gold watch valued at \$120, two promissory notes for \$90 and deposits to the value of \$1,000. It is doubtful whether these articles will be recovered, as the Customs official failed to take the number of his ricksha, admitting that he was under the influence of liquor at the time.

Mrs. Korneliusson, wife of Mr. O. Korneliusson, captain of a coasting steamer, arrived at Colombo on August 24th from Hongkong by the N. L. "Solander" on her way to Norway, and being ill at the time was removed to the hospital. She succumbed a few days later and the funeral took place at the General Cemetery. The inscription on the brass plate of the coffin was—"Zigga, aged 29. 'They will be done.'" Mr. Shaw, representing the Norwegian Consul, placed a wreath on the coffin on behalf of the absent husband, who had obliged his wishes about the funeral.

As has usually been the case on the occasion of the annual inter-colonial cricket match at Shanghai or Hongkong, a lawn tennis contest is this year being arranged between these centres, says the Shanghai Mercury. The constitution of the southern cricket eleven so far as lawn tennis talent is concerned, is not yet sufficiently known to enable the local players to make a selection of the men to represent Shanghai, but as soon as this information is forthcoming it will be done. At Hongkong last autumn, De Voss and Carruthers, lovers of Hongkong's colours, and there is good enough talent in Shanghai to hope for a similar result on the present occasion.

LIEUTENANT'S COURAGEOUS ACT.

On Wednesday, while the torpedo boat 037 was leaving the Kowloon Docks with several guests on board, a boy in the service of one of the party fell overboard and disappeared from sight. Lieutenant E. W. Watson promptly dived into the water, but failed to rescue the boy. Divers from the dredger "St. Enoc" were called and they attempted to recover the body but without success.

AT THE MAGISTRACY.

A native was charged before Mr. Kemp yesterday with trespassing in an empty house at No. 6, Belcher Street. He told his Worship he went in to shelter from the rain, but evidently his Worship did not believe the story, for he sentenced the defendant to 14 days imprisonment.

The hearing of the charge preferred against Daniel Antonio Soares, of obstructing an Indian constable in the execution of his duty, was concluded before Mr. J. H. Kemp yesterday. Defendant called his cousin as a witness, but Sergeant Lee objected to the evidence, as the cousin stated in the charge room that he did not appear as a witness. His Worship, however, allowed the evidence, which corroborated defendant's statement.

Defendant—I want to know why I was brought from Mosque Street to the Central Station as a common criminal.

His Worship—You are fined \$3, in default 14 days imprisonment.

Inspector McHardy charged a native before Mr. J. H. Kemp with the larceny of a quantity of ironwork from Mongkok. Witnesses called, proved the guilt of the defendant, and the Inspector informed the Court that while on two Yamutai lanchon, on the way to Hongkong, he attempted to escape by jumping overboard. An Indian constable who accompanied him jumped into the water after the native, but the latter was a powerful swimmer, and would probably have escaped but for the presence of a few sampans. These were requisitioned and the defendant captured as he was jumping the Yamutai shore. His Worship sentenced him to six weeks imprisonment with hard labour. A bailment order could not be obtained as the defendant was born in Hongkong.

Yesterday a native was charged before Mr. J. H. Kemp with obtaining two pairs of shoes and two pairs of slippers by false pretences. The defendant, according to the evidence, went into a boot shop in Queen's Road West and ordered the goods mentioned. While they were being wrapped up he told the shopkeeper they were for the use of patients in the Government Civil Hospital, and that if he would go with defendant to the hospital he would get paid. They left the shop together, and when some distance on their journey, the defendant told the shopkeeper that he wanted to make a little out of the deal. He would be pleased if the vendor of shoes would put thirty cents on the price he quoted. The shopkeeper, it is alleged, was quite agreeable to defraud the hospital. On arrival at the hospital the defendant ordered by the shopkeeper, telling the shopkeeper to wait until he returned with the money. The money passed slowly for the man waiting, and it was not until one of the attendants wished to know what he was waiting for that he found he had been duped. On telling his story to the attendant the latter remembered seeing a man passing through the hospital and leaving by the Queen's Road entrance. The pair set off in pursuit, and were successful in finding the defendant. He pleaded guilty before the Magistrate, and was sentenced to six weeks imprisonment with hard labour.

The committee of the Y.M.C.A. in charge of the religious work of the Association met on Wednesday evening to formulate plans for the coming Autumn and Winter. It was decided, commencing with the first week in October, to conduct a Bible class on Sunday at 9.45 a.m., also on one evening during the week at 9 p.m., the evening to be announced later. The services at the Kowloon Docks and Quarry Bay will also be resumed on the first Sunday of October. From time to time sacred concerts will be given on Sunday evenings, also lectures on religious themes of present interest.

TELEGRAMS.

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A SHANGHAI LIBEL ACTION.

SHANGHAI, September 17th.

An application was made to the Judge in Chambers to-day by the Crown Advocate for leave to prosecute the Editor and proprietor of the "China Gazette" (Mr. Henry O'Shea) for criminal libel in connection with statements published in that paper reflecting on Judge Willey of the United States Court for China.

The application was granted.

[REUTERS' SERVICE.]

AMERICA AND JAPAN.

LONDON, September 16th.

The Hon. Ethel Root, U. S. Secretary of State, presiding at the New York Republican Convention, declared that no wild outcries of the sensational press at home and abroad had failed to destroy the good understanding between Japan and the United States.

He said that the long unsettled questions between the United States and Canada were nearing a conclusion, and dwelt on the improved relations, amounting to genuine friendship, with the Southern American States.

THE U. S. ELECTION.

LONDON, September 15th.

The latest returns in the election for the Governor of Maine show large Democratic gains. It is expected that a Republican majority.

The Republicans have won the Maine elections by a plurality of eight thousand votes as compared with twenty-eight thousand at the last Presidential election. This is the smallest Republican plurality of any Presidential year for twenty-five years.

CHOLERA IN RUSSIA.

LONDON, September 15th.

Eight Russian provinces have been declared infected with cholera. Up to the present 3,130 deaths are reported.

[FROM THE "MANILA CABLENEWS"]

THE AMERICAN ELECTION.

Chicago, September 12th.

Democrats in the west and middle west are spreading broadcast a statement given out by James J. Hill, president of the Great Northern Railroad Company, in which he is quoted as saying he believes Bryan has a chance of election. Supplemental to this is a statement from Cyrus McCormick Jr., head of the harvest trust, in which he makes practically the same statement. Both statements are being used for all they are worth in the west and north-west and it is feared that they may do the Republicans harm. Both of the men quoted, while belonging to the capitalist and trust magnate class, stand very high with the voters in these sections of the country.

TART AND BRYAN TO ATTEND A BANQUET.

Chicago, September 12th.

The directors of the Commercial Association of this city have issued invitations for an elaborate banquet to be held October 7. Among the guests who have been bidden to the function are Candidates William H. Taft and William Jennings Bryan.

The banquet is being given in connection with the organization of the business community. The business community has an opportunity to discuss those issues of the campaign that are of vital interest to the business world, before the same audience and under the same conditions. The proposed meeting of the two men at the same banquet board, in the heart of the campaign, is attracting wide attention as one of the most unique features of the canvass.

SCOUTS FOR THE NAVY

MAN LIFTING KIBBS ON BRITISH DESTROYERS.

Two important naval experiments were carried out last month near Portsmouth, one with Mr. Cody's man-lifting kite in order to show the depth at which a ship could be effective. Zephyr and two other destroyers are engaged in operations with the kite and Mr. Cody himself has ascended.

A kite was sent up from the deck of the man carrying a captive wire attached. The occupant was in telephonic communication with the ship below. The kite, it is urged, would be invaluable for scouting purposes.

The second series of experiments are proceeding on the battleship Rango, whose guns are firing at a target built on a steel caisson which extends well under the water.

NAVAL LOSSES IN SEVEN YEARS.

The following interesting return of vessels of war which have been lost or suffered accident since January 1901 has just been issued by the Admiralty—

Number of ships which have been in accidents	442
Number of ships which have been totally lost	18
Number of ships which have been lost, including ships, 21,381,874	
Number of ships which have been in accidents and repaired (1901 to 1908)	273
Number of lives lost as a result of accidents on board	408
Gratuities and annual amount of pensions to dependants of those who lost their lives	23,592
Pensions	23,290
Gratuities	23,290

The figures are brought up to May 27 of the present year.

CANTON.

[FROM OUR CORRESPONDENT.]

September 16th.

OFFICIAL CALL.

Mons. Merel, the Roman Catholic Bishop of Canton, returned from Europe last month. On Monday the Viceroy, accompanied by Tsois Wei Han and Wen Tsung Yao, called on the Bishop at the Catholic Cathedral in the City where they had a most amicable interview. At the invitation of Bishop Merel, His Excellency the Viceroy inspected the Sacred Heart College on the Cathedral premises. His Excellency and the officials were conducted by the Rev. Frere Fournier, Superintendent of the College, through the institution. The Viceroy was very pleased with the good discipline of the students and praised the good order that prevailed and also the excellent methods adopted in educating the students, who are all Chinese.

ALLEGED PIRATES RELEASED.

The other day the local authorities here received telegraphic information from Hongkong that a gang of pirates were proceeding to Canton by the s.s. "Paul Beau." Instructions were given to Colonel Lui Chan Hoi of the Shamsham Guard to have them arrested on the arrival of the steamer. Colonel Lui dispatched Captain Chan with a body of soldiers to await the arrival of the s.s. "Paul Beau" on the morning of the 14th instant, and arrest the pirates.

It is said that previous to the arrival of the vessel Captain Chan had an interview with the French Consul who gave the former a letter addressed to the captain of the s.s. "Paul Beau."

When the s.s. "Paul Beau" arrived Captain Chan and his braves all went on board and arrested seven or eight alleged pirates who were passengers on the vessel.

In the meantime the Captain of the vessel opened the Consul's letter and on reading it discovered that the Consul's instructions were not to permit the Chinese officer and his soldiers to arrest the pirates on board of the steamer, but they could arrest them as soon as the men got into the sampans to go ashore. The Captain of the steamer immediately informed the Chinese Officer of the contents of the Consul's letter and refused to permit him to take the prisoners away. At the same time he wrote a letter informing the Consul as to what had already occurred.

The Vice-Consul went on board the s.s. "Paul Beau" and asked the Chinese Officer and his braves to leave the vessel at once and ordered the prisoners to be released.

It is said that a few of the pirates returned to Hongkong by the same vessel and that many of them escaped ashore.

This is another instance of the ignorance of international law shown by the Chinese authorities.

I have great excitement among the officials here over the affair.

MONEY FOR REFORMS IN TIBET.

Some time ago the Board of Revenue at Peking instructed the Viceroy and Governors of several Provinces to raise funds to meet the current expenses for carrying out certain reforms in Tibet.

The amount fixed by the Central Government to be contributed by the Kwangtung Province (over 200,000 taels) has not been sent yet. Minister Chew at Tibet has recently cabled requesting the Canton Authorities to forward their share as soon as possible as he is in urgent need of funds to carry out the year's programme of reforms.

CHINESE GIRL COMMITS SUICIDE.

At the Magistracy yesterday afternoon before Mr. J. H. Kemp, sitting as coroner, and Messrs. J. Clark, J. D. Omand and J. E. Gomey, jurors, an inquiry was held into the cause of death of a Chinese girl named Tang Man Kiu, who died from opium poisoning on the 8th inst.

Dr. J. C. Thompson stated that on examination of the deceased, he found death to be due to opium poisoning. He did not think the girl's life could have been saved, had medical assistance been called earlier. The effect of opium was very uncertain. Symptoms at times came out severely within a quarter of an hour, while at times they were delayed for an hour or more.

Tsang Li, deceased's mistress, said that when she returned home she found the girl unable to understand what was said to her. Witness went to the police station and asked the sergeant to go back and find out what was the matter with the girl. She did not mention at the station that she had failed to get a doctor, but said she was afraid the girl would die. Witness could not say what reason deceased had for committing suicide.

TO A JURY—THE POLICE ARRIVED ABOUT 4.30 P.M.

After hearing evidence, the jury found that deceased committed suicide by opium poisoning.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. Ambria left Shanghai on the 16th inst., and may be expected here on the 20th inst. a.m.

The T.K. str. Tanya Maru with Mails from Hongkong on the 18th ult., arrived at San Francisco on the 15th inst.

HONGKONG CRICKET LEAGUE.

The annual meeting of the Hongkong Cricket League was held at Messrs. Shewan, Tomes and Co's offices yesterday afternoon. Mr. R. Hancock presided and there were also present Messrs. A. E. Asger (secretary), W. D. Braidwood, J. Mead, F. A. Bidean, W. Withers, A. O. Brown, R. B. Beattie, Tang Chee, Sergeant-Major Power and Sergeant Kay.

The Secretary read the notice calling the meeting, and the President proposed the adoption of the report and accounts.

Mr. Withers seconded, and the motion was agreed to.

The election of officers resulted in Mr. R. Hancock being re-elected president, Mr. W. D. Braidwood, vice-president, and Mr. A. E. Asger, secretary and treasurer.

The Vice President proposed that entries for the League close on the 26th inst.

Mr. MEAD seconded, and the motion was carried.

The President stated that the secretary had received a letter asking that a joint team of the members of the staffs of Messrs. Dodwell & Co. and Messrs. Shewan, Tomes & Co. be allowed to enter for the League. They had not a ground of their own, but would have no difficulty in getting the loan of one. According to rule 7, the President continued, no club had a right to enter the League unless it had a ground of its own.

Mr. BIDEAN—A club entered last year that had no ground of its own, but subsequently got one. Why shouldn't this club be allowed to enter?

The President—If they make arrangements to get a ground.

It was agreed that the secretary should write informing the applicant that there would be no objection provided they got the right to use a ground.

An application from the Hongkong Cricket Club asking to be allowed to enter two teams was then considered.

It was proposed by the Vice President and seconded by Mr. Withers that the application be granted under League conditions.

The motion was carried.

The granting of a similar application on behalf of the Kowloon Cricket Club was proposed by the President and seconded by Mr. BEATTIE.

Mr. BRAUN proposed an amendment that the Club be not allowed to enter two teams, for the reason that he did not think it good thing that each club should be allowed to enter two teams in the same competition. The Hongkong Cricket Club was an exception as it was so much stronger.

Mr. MEAD—If one club is allowed to enter two teams, why not another?

Mr. BRAUN—The Hongkong Club is an exceptional case. If they put in one team it would be too strong.

Mr. BIDEAN—It is possible for any club to strengthen itself during the season.

Mr. BRAUN—Yes.

Mr. ASGER—The object of putting in two teams is to give all the members a chance to play.

Mr. BRAUN—My objection is not very strong, and the reason why I raised it was that I do not want the competition to be too one-sided. Probably towards the end of the season the Kowloon Club would not be so keen and would scratch a number of games. If they can guarantee that two teams will carry out all their engagements I have no objection.

Mr. MEAD—We don't know whether we can put in two yet. We only want to get permission. I don't see why we should make a precedent of one Club. If one club has the right, to should another.

Mr. BRAUN—My idea is to make the competition as keen as possible.

Mr. MEAD—We will only run the strongest team to win.

Mr. BRAUN—And have an "A" team?

Mr. MEAD—Yes.

Mr. BRAUN—Wouldn't it be a bit of a farce to have an "A" team?

Mr. MEAD—I don't think so. We have five or six officers from a regiment, and if they want to play in the League they will displace old players.

There was no second to the amendment, and the motion on being put to the meeting was carried.

Mr. BRAUN stated that he had been asked to place before the meeting a letter from the Craigavon committee stating that "should any club or clubs playing in the League scratch one-third or more than one-third of the number of their matches, all those that have been previously played should be considered null and void."

Mr. BIDEAN proposed that the number be one-fourth instead of one-third.

Mr. CHEE seconded, and the motion was agreed to.

It was decided to call a special meeting on October 2nd to confirm this resolution. On the same day fixtures will be arranged for the season.

The meeting ended with votes of thanks to the President and Secretary.

CHINA'S PRETTY TRIBUTE TO AMERICA.

On the recommendation of Vice-Admiral Sha Chuan-ping, who in company with Dr. Mark of the branch of the China Merchants S. N. Co., is in charge of the preparations for the reception of the American Pacific Battleship Fleet at Amoy, the Chinese Government has decided, a complimentary gift, to pay a pretty tribute to America.

About 5,000 gilded silver medals and 200 pure gold medals, engraved with the Chinese and American flags and the names of the warships in English on one side and on the other the year, month and date and the name of the holder, are to be made and presented to the officers and men of the Fleet.

The flags are to be entwined. The cost for each of the former is about \$1 and the latter \$30 and the medals will be ordered in Japan. The size is about that of a half dollar.

SUPREME COURT.

Thursday, 17th September.

IN SUMMARY JURISDICTION.

BARRISTER MR. H. H. J. GOMPERTZ (ACTING JUDGE).

THE FATE OF A CAMERA.

W. L. Wessner, architect and surveyor, brought an action against Long Hing and Company, photographic dealers, 17 Queen's Road Central, for the return of a camera, or in the alternative \$90 the value thereof. Mr. Gardner, from the office of Messrs. Button and Holt, appeared for the plaintiff, and the defendant company was represented by Mr. Morrell, of Messrs. Goldring, Barlow and Morrell.

Mr. Gardner, in opening, stated that the plaintiff lent the camera to Mr. Goldsmith in May and that gentleman after taking some photographs, returned the camera and had the plates developed and prints taken off. Subsequently Mr. Wessner called for his camera, which he saw in defendant's shop, and gave instructions to have it refilled and to see that the springs were all right. When he called for it on August Bank Holiday it could not be found, and at a later stage they said they had handed it back to Mr. Goldsmith. Apparently they were not very sure because they sent round to Mr. North, who was a witness, to know if a camera had been sent to him by mistake. He said he had not received any. The camera was valued at \$90, about ten guineas having been paid for it about four years ago. It was in good condition.

Mr. William North, cashier to the International Banking Corporation, said he had a camera which was in possession of defendant.

His Lordship—What turns out this?

Mr. Gardner—To show they have been careless.

Witness added that the camera had been in defendant's keeping for three months, and spoke to defendant's sending a man to him to inquire if a camera had been sent to him by mistake. He said it had not.

Cross-examined—He had not called at the shop with Mr. Wessner who pointed out a camera.

Re-examined—He did not know Mr. Wessner. Plaintiff deposed to taking his camera to defendant's on the date in question to have plates developed as he had frequently done before. On or about May 8th he lent the camera to Mr. Goldsmith, and two months later he called at defendant's shop and saw his camera, telling the people to charge it with plates and see that the springs were all right. On the morning of August Bank Holiday he called with two friends, Mr. Raven and Mr. Barlow, and saw Kam Cheong who said he could not find the camera. He suggested it must have been returned to Mr. Goldsmith, to which remark plaintiff replied that it was absurd as he had seen Mr. Goldsmith. He told defendant to return his camera within a week and as he saw it the shop a camera similar to his own he suggested they might have sent his camera by mistake to the owner of that one.

On calling later they told him the owner of that camera said his camera was still in their possession. About the middle of August he wrote them a letter and received a reply. His camera was a Fellowfield special rapid with Goetz lens. Shortly after he got the camera he received an offer of \$90 for it from the Chinese photographer with whom he used to leave it.

Cross-examined—He did not leave the camera there himself. He did not pay for watching it. Box cameras were going out of date. It was not the sort of thing that could be bought now for £1-17-6. The Goetz lens alone cost between £7 and £8. Witness never went with Mr. Goldsmith to Long Hing's. He had seen the camera there with Mr. Goldsmith's name on it.

What kind of lens?—Goetz No. 3. Single or Double?—Single.

Goetz No. 3 is double?—It may be so made now.

Goetz does not advertise double lens now?—May I look at the catalogue?

Are you an expert on lenses?—No. Have you ever had the lens cut?—No.

Where did you get the information from that it was a Goetz lens?—From London.

Are you prepared to say it was single or double?—I could not say.

In fact you don't know anything about it?—Yes, I do.

Re-examined—I had a pamphlet sent with the camera describing its particulars. It described the lens as a Goetz lens.

Mr. H. Goldsmith, assistant engineer in the Public Works Department, stated that plaintiff lent him a camera and after taking photographs he left it with Long Hing to develop the plates and take prints. He called for these a few days later and paid for them. He told them to put in another twelve plates which he subsequently used. Again he left the camera with defendant's about 24th May, telling them it was Mr. Wessner's. Not till August did he call there as Mr. Wessner informed him they had said witness had the camera. At first Kam Cheong did not seem to know what happened to the camera, and after searching in the shop they said witness must have taken the camera. As a matter of fact he had not.

The pictures he took were very good.

Mr. Morrell—That doesn't prove anything.

Mr. Gardner—It must have been the camera.

His Lordship—You may get good pictures from a cheap camera.

Cross-examined—When he left the camera the second time he gave no instructions about re-charging it. He remembered telling them it was Mr. Wessner's camera because if it had been his own he would have taken it away.

Are you quite sure you did not take it away?—Quite sure.

They said you did?—I didn't.

Mr. Raven, architect, said he knew Mr. Wessner's camera because he had used it. He knew it must have had a good lens. His Lordship—Why do you say that? Witness—Because of the pictures it took. They were sharp and required little exposure. Witness detailed the events which happened at defendant's when he called with plaintiff. They looked all over the place for the camera, but could not find it.

Mr. Morrell said plaintiff had not made out his case. There had been no suggestion of neglect, and neglect must be proved before he could recover on a bailment of this kind, defendant not receiving any reward for warehousing the camera. It was simply a deposit. Plaintiff wanted to impose on defendant the duty of looking after any camera which he lent to him. His clients said they handed back the camera to Mr. Goldsmith and they did not know Mr. Wessner in the matter at all.

Kam Cheong, Manager of Long Hing & Co., stated that on May 25th Mr. Goldsmith brought the camera and asked for a dozen plates to be put in. He did not tell witness to whom the camera belonged. When they received cameras they tied the names on to them. They put the name of Mr. Goldsmith on this camera, the name of which he did not notice. It had a single lens with a magnifier in front. He would not describe it as a good lens. A good lens never had that kind of shutter and never had a magnifier in front. When new the camera would not cost more than £2. He would say it was an old one. About the middle of July Mr. Goldsmith called and received the camera. He handed it to him himself. When Mr. Wessner said he saw his camera in the shop he mistook Mr. North's camera for his own.

Cross-examined—Where did you get your experience of lenses?—We sell a lot.

Yes, but what do you know about them?—I go by the name.

You simply go by the name?—And the price. Mr. Gardner—A lens would not deteriorate in four years?—No.

Witness added that the shutter would not alter the value of the lens. He was quite sure he handed the camera to Mr. Goldsmith. He sent to Mr. North because Mr. Wessner said the camera belonged to Mr. North was his. Witness had never seen Mr. Wessner before.

His Lordship said he could not finish the case that day.

The hearing was adjourned until Wednesday.

ACTION AGAINST A CINEMATOGRAPH PROPRIETOR.

Pang Yu brought an action against August Dufresne, cinematograph proprietor, for \$150, being wages due at the rate of \$30 a month since April 1st to 31st August. Mr. Q. D. Thomson appeared for the plaintiff and defendant was represented by Mr. Otto Kong Sing.

The case for the plaintiff was that he had been in the employ of the defendant for about five years. He had first entered his service in the Yunnan provinces where defendant was employed as an engineer on the railway. For the last five months he had served the defendant as a boy and workman in the Hongkong cinematograph, and plaintiff said he would give him \$30 a month and pay for his food.

Defendant had given him several sums at different times, but these were only to buy food. He had not received any wages since the 1st April.

The defence was a total denial of all liability. Defendant paid him more than his due and on the 20th August gave him \$20 and had not seen him since. He afterwards learned that the plaintiff was in the employ of another cinematograph man.

His Lordship reserved judgment until the other action had been heard.

Charles Nugent sued the same defendant for \$1,087.18 money advanced to and paid on behalf of the defendant, the claim being reduced to \$1,000 to bring it within the jurisdiction of the court. Mr. O. D. Thomson appeared for plaintiff, and defendant was represented by Mr. Otto Kong Sing.

Plaintiff said he met the defendant at the end of last year and the latter said he had a project for a cinematograph. Plaintiff advanced him \$700 at the time. Defendant gave him no receipt. Plaintiff paid several of defendant's debts. In February of this year defendant owed him \$169 and the latter told him he had no money and no property. The difference between that and the amount claimed was explained by wages due to plaintiff who worked for defendant, and by the fact that he paid expenses. Plaintiff was to receive the balance over expenses, but defendant kept the money in his pocket. Defendant promised to pay him wages but he had not received any.

By the Court—He advanced the money to the defendant because he believed the cinematograph belonged to him. He wished to make an arrangement for sharing the profits, but then plaintiff learned the motor belonged to some one else.

Cross-examined—When did you meet defendant?—In November.

You had never seen him before?—No.

Did you arrive in Hongkong in November?—In October.

Where did you come from?—Tonkin.

What were you in Tonkin?—A merchant.

Had you any money?—Yes.

How much?—I had \$300 or \$400 in my pocket.

Anything more?—Yes.

You had no banking account?—No.

Did you send any clothes to Hughes and Hough to be sold to raise money?—No.

Where were you living before you met Mr. Dufresne?—I was staying at a hotel. I cannot remember the name.

Plaintiff said he received the money from Mr. Barboey which he advanced to defendant.

Whose money was it?—It was all the same.

Mr. Barboey was associated with me.

SHIPPING NEWS.

THE CAMBRIE "MURRAY." The training ship for officers in the mercantile marine, which has been acquired by the White Star Line for the purpose of educating cadets and apprentices in a first-class sailing ship under their own flag, sailed last month from Liverpool for Sydney. She has a registered burden of 1,520 tons, and is one of the finest types of British-built sailing ships. She carries about 40 cadets.

THE LOSS OF THE "DUNDEE." Nagasaki authorities requested the Sasebo Admiralty to despatch a warship to the scene of the wreck of the "Dundeer" to search for possible survivors, but was informed in reply that such a step was deemed unnecessary as considerable time had elapsed since the disaster happened. Vessels passing in the vicinity of the wreck and near adjacent coasts would be ordered to maintain a sharp lookout.

1000-FOOT LINERS. Whether founded on fact or on "intelligent anticipation," the statement that a dry-dock, capable of accommodating thousand-foot liners, is to be constructed at Southampton will be a surprise to many. Messrs. Harland and Wolff, it is well known, says a London contemporary, are to build for the White Star Line a couple of steamers which will exceed in point of dimensions the new Cunarders, and which, if they do not have a length of 1,000 ft., will be somewhere in the neighbourhood. As these big boats will in due course be put on the service from Southampton to New York, arrangements are now being made to provide deck accommodation for them at the Hampshire port, and it is clearly desirable that they should be able to move into dry-dock on occasion, requires, without the necessity of going elsewhere. Thus, it can hardly be doubted that at some time or other there will be built, at Southampton, the dry-dock needed for thousand-foot steamers.

THE NEW F. AND O. LINE. Attention is nowadays so much concentrated on Atlantic navigation that it is sometimes forgotten that progress is not confined to that ocean. There is a reminder of the fact, says the Daily Telegraph, in the launching on the Clyde of the "Morse," the latest twin-screw mail and passenger steamer of the Peninsular and Oriental Company. The new boat is the first of three vessels destined to meet the requirements of a more exacting mail contract to the East and Australia. With the P. and O. Company the exigencies of the mail service and the claims of the ocean voyager are always at the forefront of consideration, and the result is that the new liner embodies a number of improvements, even upon her recent and favourable predecessor.

The "Morse" is 56 ft. long, with a beam of 61 ft., and her gross tonnage is 11,500. She is constructed to carry some 400 first-class and 200 second-class passengers, under conditions of great comfort in tropical as well as in temperate climates. Her construction has proceeded so rapidly that she will probably be delivered within a year of the date of the laying of her keel.

The P. and O. Company is not experimenting with turbines in the "Morse." Her engines are of the multiple-expansion type, and are expected to give her a speed of 17½ to 18 knots. There was possibly a temptation to put turbines into the "Morse," the new boat specially built by the P. and O. Company for the mail and passenger service between Aden and Bombay, but even that was resisted. Maybe it is thought that, however suitable the turbine may be for the broad Atlantic, where very high speed is required, it is less needed in the Eastern and Australian trade, with its enforced employment of the Suez Canal every voyage.

THE NETHERLAND ROYAL MAIL LINE. The Netherland Royal Mail Line (Sloombach), Maatschappij Nederland is in future going to call fortnightly at Colombo to take passengers and cargo for Europe, or Penang, Java, and Sumatra. Their steamers run alternately with those of the Rotterdam Lloyd, which will not call at Colombo. The Netherland steamers leave Amsterdam every fortnight, calling at Southampton, Lisbon (occasionally), Genoa, and Egypt on their way East, at Sabang, the Singapore, and at the north of Sumatra, Singapore, and Batavia (Java), where they connect with steamers for all parts of the Dutch Archipelago, Australia, &c. Passengers for Penang and Sumatra ports tranship at Sabang, between which and Penang there is a connecting line of smaller steamers. The following are the vessels on the home run: "Kon. Willem I," "Vondel," "Kon. Willem II," "Kon. Willem III," "Oranje," "Rembrandt," "Grote," and "Van der Meer." These are quite new, and all of the vessels are excellently fitted up for passengers, the accommodation being up-to-date in every way. Their tonnage ranges from about 4,000 to 6,000 tons. There is a large number of single berth cabins, for which there is no additional charge. There is both first and second class accommodation. The fare is midway between the P. and O. line and the cabin charges on their mail steamers. The line is in the Eastern Ocean line regarding the 10 per cent. surtax.

The vessels on the homeward run do not call at Sabang, but passengers for Genoa, go on to Amsterdam; will be given a free passage by any line they choose to either London or Southampton, and thus would have a good long sea trip for their money. The scheduled time from Southampton to Colombo by sea is 24 days.

The K.K. authorities have instructed the officials in charge of the G.O. Islands as to the disposal of any bodies which may be washed ashore, and have also communicated with the Japanese and Korean Government authorities on the subject.

WRECKED IN 1907. The statistical summary of vessels totally lost condemned, &c., published by Lloyd's Register, shows that during last year the gross reduction in the effective mercantile marine of the world amounted to 295 vessels of 831,224 tons, excluding 145 vessels of 565,119 tons, were steamers and 512 of 266,105 tons, were sailing vessels. The figures for the previous year were as follows: 1906, steamers 378 of 5,97,707 tons, sailing vessels 567 of 307,105 tons. Stranding and kindred casualties which are comprised under the term "wrecked" are the most prolific causes of disaster. To such casualties are attributable 42.7 per cent. of the losses of steamers and 57.7 per cent. of the losses of sailing vessels.

The chief cause of the loss of a vessel is by collision, breaking up by condemnation, breaking up by fire, &c. 23.8 per cent. of the steamers and 34 per cent. of the sailing vessels were removed from the merchant fleets of the world being accounted for in this manner. Of the remaining causes of loss, collision is the most general for steamers (11.2 per cent.); while for sailing ships loss in order of abandonment at sea comes next in order of frequency 8.4 per cent. The percentages are based on the present return alone, but the order of frequency of the several classes of casualties appears to be normal. Cases of abandonment, foundered, and missing vessels are no doubt

THE DISTURBANCES IN KOREA. A FINAL INVITATION TO SURRENDER. By an extra of the Korean "Official Gazette" was issued another Imperial decree concerning the insurgents. It begins (according to the "South Press") with a statement that rioters who have continued to make trouble since the summer of last year are veritable, with no scruples, degenerating into robbers. True, there were some people who became victims of prejudice and misconception at the momentous period of the late national regeneration, but they failed to take any united and harmonious course. With a view to bringing them to peace and to restoring the peace of the country, His Majesty repeated his order to them to surrender. His Majesty repeated his order to them to surrender. His Majesty repeated his order to them to surrender.

Without bloodshed, His Majesty repeated his order to them to surrender. His Majesty repeated his order to them to surrender. His Majesty repeated his order to them to surrender.

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SHIPPING NEWS.

THE CAMBRIE "MURRAY." The training ship for officers in the mercantile marine, which has been acquired by the White Star Line for the purpose of educating cadets and apprentices in a first-class sailing ship under their own flag, sailed last month from Liverpool for Sydney. She has a registered burden of 1,520 tons, and is one of the finest types of British-built sailing ships. She carries about 40 cadets.

THE LOSS OF THE "DUNDEE." Nagasaki authorities requested the Sasebo Admiralty to despatch a warship to the scene of the wreck of the "Dundeer" to search for possible survivors, but was informed in reply that such a step was deemed unnecessary as considerable time had elapsed since the disaster happened. Vessels passing in the vicinity of the wreck and near adjacent coasts would be ordered to maintain a sharp lookout.

1000-FOOT LINERS. Whether founded on fact or on "intelligent anticipation," the statement that a dry-dock, capable of accommodating thousand-foot liners, is to be constructed at Southampton will be a surprise to many. Messrs. Harland and Wolff, it is well known, says a London contemporary, are to build for the White Star Line a couple of steamers which will exceed in point of dimensions the new Cunarders, and which, if they do not have a length of 1,000 ft., will be somewhere in the neighbourhood. As these big boats will in due course be put on the service from Southampton to New York, arrangements are now being made to provide deck accommodation for them at the Hampshire port, and it is clearly desirable that they should be able to move into dry-dock on occasion, requires, without the necessity of going elsewhere. Thus, it can hardly be doubted that at some time or other there will be built, at Southampton, the dry-dock needed for thousand-foot steamers.

THE NEW F. AND O. LINE. Attention is nowadays so much concentrated on Atlantic navigation that it is sometimes forgotten that progress is not confined to that ocean. There is a reminder of the fact, says the Daily Telegraph, in the launching on the Clyde of the "Morse," the latest twin-screw mail and passenger steamer of the Peninsular and Oriental Company. The new boat is the first of three vessels destined to meet the requirements of a more exacting mail contract to the East and Australia. With the P. and O. Company the exigencies of the mail service and the claims of the ocean voyager are always at the forefront of consideration, and the result is that the new liner embodies a number of improvements, even upon her recent and favourable predecessor.

The "Morse" is 56 ft. long, with a beam of 61 ft., and her gross tonnage is 11,500. She is constructed to carry some 400 first-class and 200 second-class passengers, under conditions of great comfort in tropical as well as in temperate climates. Her construction has proceeded so rapidly that she will probably be delivered within a year of the date of the laying of her keel.

The P. and O. Company is not experimenting with turbines in the "Morse." Her engines are of the multiple-expansion type, and are expected to give her a speed of 17½ to 18 knots. There was possibly a temptation to put turbines into the "Morse," the new boat specially built by the P. and O. Company for the mail and passenger service between Aden and Bombay, but even that was resisted. Maybe it is thought that, however suitable the turbine may be for the broad Atlantic, where very high speed is required, it is less needed in the Eastern and Australian trade, with its enforced employment of the Suez Canal every voyage.

THE NETHERLAND ROYAL MAIL LINE. The Netherland Royal Mail Line (Sloombach), Maatschappij Nederland is in future going to call fortnightly at Colombo to take passengers and cargo for Europe, or Penang, Java, and Sumatra. Their steamers run alternately with those of the Rotterdam Lloyd, which will not call at Colombo. The Netherland steamers leave Amsterdam every fortnight, calling at Southampton, Lisbon (occasionally), Genoa, and Egypt on their way East, at Sabang, the Singapore, and at the north of Sumatra, Singapore, and Batavia (Java), where they connect with steamers for all parts of the Dutch Archipelago, Australia, &c. Passengers for Penang and Sumatra ports tranship at Sabang, between which and Penang there is a connecting line of smaller steamers. The following are the vessels on the home run: "Kon. Willem I," "Vondel," "Kon. Willem II," "Kon. Willem III," "Oranje," "Rembrandt," "Grote," and "Van der Meer." These are quite new, and all of the vessels are excellently fitted up for passengers, the accommodation being up-to-date in every way. Their tonnage ranges from about 4,000 to 6,000 tons. There is a large number of single berth cabins, for which there is no additional charge. There is both first and second class accommodation. The fare is midway between the P. and O. line and the cabin charges on their mail steamers. The line is in the Eastern Ocean line regarding the 10 per cent. surtax.

The vessels on the homeward run do not call at Sabang, but passengers for Genoa, go on to Amsterdam; will be given a free passage by any line they choose to either London or Southampton, and thus would have a good long sea trip for their money. The scheduled time from Southampton to Colombo by sea is 24 days.

The K.K. authorities have instructed the officials in charge of the G.O. Islands as to the disposal of any bodies which may be washed ashore, and have also communicated with the Japanese and Korean Government authorities on the subject.

WRECKED IN 1907. The statistical summary of vessels totally lost condemned, &c., published by Lloyd's Register, shows that during last year the gross reduction in the effective mercantile marine of the world amounted to 295 vessels of 831,224 tons, excluding 145 vessels of 565,119 tons, were steamers and 512 of 266,105 tons, were sailing vessels. The figures for the previous year were as follows: 1906, steamers 378 of 5,97,707 tons, sailing vessels 567 of 307,105 tons. Stranding and kindred casualties which are comprised under the term "wrecked" are the most prolific causes of disaster. To such casualties are attributable 42.7 per cent. of the losses of steamers and 57.7 per cent. of the losses of sailing vessels.

The chief cause of the loss of a vessel is by collision, breaking up by condemnation, breaking up by fire, &c. 23.8 per cent. of the steamers and 34 per cent. of the sailing vessels were removed from the merchant fleets of the world being accounted for in this manner. Of the remaining causes of loss, collision is the most general for steamers (11.2 per cent.); while for sailing ships loss in order of abandonment at sea comes next in order of frequency 8.4 per cent. The percentages are based on the present return alone, but the order of frequency of the several classes of casualties appears to be normal. Cases of abandonment, foundered, and missing vessels are no doubt

THE DISTURBANCES IN KOREA. A FINAL INVITATION TO SURRENDER. By an extra of the Korean "Official Gazette" was issued another Imperial decree concerning the insurgents. It begins (according to the "South Press") with a statement that rioters who have continued to make trouble since the summer of last year are veritable, with no scruples, degenerating into robbers. True, there were some people who became victims of prejudice and misconception at the momentous period of the late national regeneration, but they failed to take any united and harmonious course. With a view to bringing them to peace and to restoring the peace of the country, His Majesty repeated his order to them to surrender. His Majesty repeated his order to them to surrender. His Majesty repeated his order to them to surrender.

Without bloodshed, His Majesty repeated his order to them to surrender. His Majesty repeated his order to them to surrender. His Majesty repeated his order to them to surrender.

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to DAILY PRESS only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

AUCTION SALE

VERY VALUABLE LEASEHOLD PROPERTY.

Being the Remaining Portion of Section "B" of Inland Lot 115 (No. 5, SHELLEY STREET).

Situate at VICTORIA, HONGKONG.

To be sold by Order of the Mortgagee.

PUBLIC AUCTION

On TUESDAY, the 8th October, 1908, at 2.30 o'clock in the afternoon, in ONE LOT.

By Mr. GEORGE P. LAMBERT, Auctioneer, at his Auction Rooms in Duddell Street.

The Property consists of:

ALL THAT Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as the REMAINING PORTION OF SECTION "B" OF INLAND LOT 115 and all Buildings thereon consisting of No. 5, SHELLEY STREET and the Appurtenances thereto belonging, held under the Crown Lease of Inland Lot 115, dated the 16th day of March 1846, for the term of 75 years from the 2nd March, 1846, subject to an apportioned Crown rent and to the covenants and conditions contained in the said Lease.

For further particulars apply to:

Messrs. DENNIS & BOWLEY, Solicitors, Supreme Court House, Hongkong, or to

Mr. GEORGE P. LAMBERT, Auctioneer, Hongkong, 18th September, 1908. 1313

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impounding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 18th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 17th September, 1908. 1295

NORDDRETSCHER LOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th September, at 9.30 a.m. All Claims must reach us before the 25th September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDRETSCHER LOYD, MELBOURNE & Co., General Agents, Hongkong, 17th September, 1908. 5

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"H. TACHI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 24th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All Claims must be presented within ten days of the steamship's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Hongkong, 17th September, 1908. 1312

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET.

GREAT DEMAND FOR LONG WAIST.

BRET FORM AND NUFORM.

HOOSAIN ALI & Co.,

14, Queen's Road, Central, Hongkong, 27th August, 1908. 651

INTIMATIONS

E. R.

VICTORIA BRITISH SCHOOL.

SCHOOL REOPENS TO-DAY (FRIDAY)

September 18th at 9 a.m.

Applications for Admission should be made to the HEADMASTER.

Hongkong, 17th September, 1908. 1308

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1896) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB HOUSE at 11 o'clock a.m. TO-MORROW (SATURDAY) 19th September, 1908.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 8th September, 1908. 1258

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEET-

ING of Shareholders in the above Company will be held at the Company's Office, TO-MORROW (SATURDAY) the 19th Sept., at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st June, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.

DOUGLAS, LAPEAUX & Co., General Managers, Hongkong, 2nd September, 1908. 1257

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING

of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 p.m. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of Electing Officers-bearers for the ensuing year, &c.

DAVID WOOD, Acting Hon. Secretary, Hongkong, 3rd September, 1908. 1259

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING

of Members will be held in the Club Pavilion on MONDAY, the 28th September at 5.15 p.m.

T. CHEE, Hon. Secretary, Kowloon, 16th September, 1908. 1300

TO LET.

TO LET.

N^o. 75, WYNDHAM STREET

Apply to—A. B. AVASIA, Care of M. Pabany, Hongkong, 5th September, 1908. 1267

TO LET.

ONE ROOM Suitable for Office, Des Vaux Road, Central.

Apply to—FREDERICK ELLIS, Estate Agent, 8A, Des Vaux Road Central, Hongkong, 18th September, 1908. 1289

TO LET.

N^{os}. 15, 17, 19 and 21, SEYMOUR ROAD.

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TO LET.

N^{os}. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—FREDERICK ELLIS, Estate Agent, 8A, Des Vaux Road Central, Hongkong, 18th September, 1908. 1289

TO LET.

N^{os}. 3 and 5, ORMSBY TERRACE, Kowloon, with Ground at rear for Recreation or Garden.

Apply to—SPANISH PROCUSSION, 2, Seymour Road, Hongkong, 4th September, 1908. 1284

TO LET.

THE NEUK No. 84, The Peak, fully furnished, Garden and Tennis Court for immediate possession.

Apply to—PERCY SMITH & SETH, No. 4, Queen's Road Central, Hongkong, 9th September, 1908. 1219

TO LET.

STORAGE, FOR COAL, TIMBER, &c.

Apply to—FREDERICK ELLIS, Estate Agent, 8A, Des Vaux Road Central, Hongkong, 18th September, 1908. 1289

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floor of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHAW TOMES & Co.)

Apply to—THE COMPASS ROYAL DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central, Hongkong, 10th June, 1908. 947

TO LET.

N^o. 75, CAINE ROAD.

Apply to—SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 3rd September, 1908. 130

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., Hongkong, 1st September, 1908. 13

TO LET

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouse suitable for business Premises or Dwellings, lately occupied by FRED. BORNHANN.

Apply to—DAVID SASSOON & Co. Ltd., Hongkong, 7th April, 1908. 98

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st September, 1908. 923

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 191

TO LET.

COAL YARD, in immediate Possession, A PORTION of "COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for Storing Coal, formerly occupied by Messrs. CHIT CHONG & Co., Coal Merchants.

Apply to—N. MODY & CO., 54, 56, Queen's Road, Central, Hongkong, 23rd July, 1908. 1215

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya & opposite Murray Pier.

Apply to—SCHULDT & CO., Hongkong, 28th July, 1908. 1013

TO LET.

4-ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—HUMPHREYS ESTATE AND FINANCE CO., LTD., Hongkong, 15th August, 1908. 1018

TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE.

For Particulars apply to—C. SCHROETER, Care of GARRIES, BOWEN & Co., King's Buildings, 3rd Floor, Hongkong, 9th August, 1908. 1184

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very modern rent. Immediate Possession.

Apply to—YEE SANG FAT & CO, Same address, Hongkong, 23rd January, 1907. 270

TO LET.

FROM 1st MAY

KOWLOON MARINE LOT 48, Tsimshui, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nei Chong Road.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in RIVINGTON TERRACE, No. 10, DES VOUX ROAD CENTRAL, 1st floor.

Apply to—"HATHERLEIGH," Conduit Road, OFFICES in YORK BUILDINGS, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.

FLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st September, 1908. 89

TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 13th August, 1908. 753

TO LET.

ROOMS, TO LET, Suitable for Offices or Dwelling.

Apply to—POWELL GRANT, Clifton, 31st August, 1908. 1241

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 24 Rooms.

Apply to—2, BEACONFIELD ARCADE, facing the Parade Ground, C. M. S. PEAK BUNGALOW, Mount Kalla, furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor, BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

Apply to—N^o. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor), OFFICES in Queen's Road Central, BEACONFIELD TERRACE HOUSES, ROBINSON ROAD.

Apply to—GODOWN in Duddell Street, No. 8, DUDDELL STREET Shop, No. 2, DES VOUX VILLAS (Pier), Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings, Hongkong, 12th September, 1908. 89

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS Yen 15,100,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:

Tokyo Kobe Osaka

Nagasaki London Lyons

New York San Francisco Honolulu

Bombay Shanghai Hankow

Chefoo Tientsin Peking

Newchwang Dalny Port Arthur

Antung Liyang Mukden

Tientsin Chang Chun

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On Fixed Deposits for 12 months 5 1/2 per annum

" " " " 6 " 3 1/2 " "

" " " " 8 " 3 " "

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" " " " 12 " 2 " "

TAKEO TAKAMICHI, Manager, Hongkong, 12th September, 1908. 524

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (\$3,750,000)

RESERVE FUND FL. 5,752,884.84 (about 2479,407)

HEAD OFFICE—AMSTERDAM.

HEAD-AGENCY BATAVIA.

Branches—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Chobon, Nagasaki, Fuzhou, Tientsin, Peking, Hankow, Kobe, Yokohama, Hongkong, London, San Francisco, &c.

Correspondents at—Batavia, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

THE UNION OF LONDON AND SMITHS BANK LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on daily balances.

On Fixed Deposits 12 months 4 1/2 per annum.

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" " " " 3 " 3 1/2 " "

" " " " 1 " 3 " "

J. L. VAN HOUTEN, Agent, Hongkong, 16th July, 1893.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:

KOENIGLICHE SBERBAUUNG (PRUSSISCHE) STAATSBANK Berlin.

DISCOUNT BANK DISCOUNT-GESellschaft DEUTSCHE BANK S. BUNDESBANK BERLINER HANDELS-GESellschaft BANK KUEHN HANDEL UND INDUSTRIE ROBERT WASSERBAUM & Co. HANDELSBANK & Co. M. A. VON ROTHSCHILD & SOHNEN JACOB S. H. STEIN NORDDRETSCHER BANK IN HAMBURG, HAMBURG SAL. OPPENHEIM, JR. & Co., Koenig. BAYERISCHE HYPOTHEK UND WERBEN BANK MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT DISCOUNT BANK DISCOUNT-GESellschaft.

INTEREST allowed on Current Accounts DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHL, Manager, Hongkong, 4th December, 1907. 24

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER 1853.)

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,525,000

RESERVE LIABILITY OF PROPRIETORS £1,200,000

TOBES £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent

for 6 " 3 1/2 " "

for 3 " 3 " "

JOHN ARMSTRONG, Manager, Hongkong, 14th May, 1908. 111

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED £1,250,000

PAID-UP £1,250,000

RESERVE FUND £1,250,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent per annum on the daily balance.

On Fixed Deposits:

NOTICES TO CONSIGNEES

FROM EUROPE.

NOTICE TO CONSIGNEES.
THE H.A.L. Steamship.

"SILESTIA."
Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding for discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 11th September, 1908. 1291

S.S. "VILLE DE LA CIGOTAT"
COMPAGNIE DES MESSAGERIES
MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex "S.S. 'Cordouan' and 'Charante' from Bordeaux ex 'S.S. 'Ville de la Cigotat' in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 21st Sept., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st Sept., or they will not be recognised. All damaged packages will be examined on Monday, the 21st Sept., at 3 p.m.

No Fire Insurance has been effected.
P. NALIN,
Acting Agent,
Hongkong, 14th September, 1908. 1292

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PATANG"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th Oct., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents,
Hongkong, 15th September, 1908. 1298

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN"
FROM "MIDDLESBRO", ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 15th September, 1908. 1299

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ORIENTAL"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex "S.S. 'Britannia'"
From Persian Gulf ex "S.S. 'N. S. N. & B. P. S. N. Co.'s Steamers."

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any circumstances.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 16th September, 1908. 1291

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO. LD.,
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR."

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception of

Opium, Treasures and Valuables, are being

landed and stored at their risks into the hazardous

and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown

Company, Limited, Kowloon, and West Point

Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 23rd Sept., will be sub-

ject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 23rd Sept., at 9.30 a.m.

All Claims must reach us before the 27th

Sept., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

MELCHERS & Co.,
Agents,
Hongkong, 16th September, 1908. 1290

GUNS.

DIRECT from the Manufacturers at

Lowest Prices: 12 bore Double Breech

loaders from 20s. each. Illustrated catalogue of

LATEST SPORTING GUNS, Cartridges, Guns

Spraying Rifles, etc., post free.

1118 C. JAMES & RAYNOLDS,
George Street, Minorities, London, E.C., Eng.

FRANZ JOSEF

HUNGARY'S PROMINENT APERIENT WATER

THORNE'S

OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Supplied to the House of Commons.

RIGAUD'S

KANANGA

OF JAPAN

TOILET WATER

Beware

of imitations.

RIGAUD & Co.

PERFUMERS

8, rue Vivienne, 8

Paris-France

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

I have now 40,000 Cubic Feet of Cold

Storage available at EAST POINT. Stores will

be open at 10 a.m. and 4 p.m. daily, Sunday

excepted, to receive and deliver perishable goods

G. K. HAYTON, Manager.
Hongkong 1st April, 1908. 43

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

Flowers Land," etc.)

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of

historical interest showing the disposition of

the Chinese at the battle of Kowloon, is dedicated

to Sir ROBERT HART, G.C.M.G. and Dr. A.

REYNOLDS.

It describes of Chinese Social Customs

and Superstitions, combined with the insight it

gives into political conditions in China makes

"CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese

Emblem in Gold. 35s.

To be obtained from Messrs. KELLY & WALSH

LTD., Messrs. BREWER & Co., or from

the Printers and Publishers, the "HONGKONG

DAI LY PRESS" Office.

DISCIPLINE IN THE MERCANTILE

MARINE.

(BY EDWARD NOBLE IN THE "DAILY

TELEGRAPH.")

There has been so much legislation to undermine the authority of the British shipmaster that one is scarcely astonished at any suggestion for limiting his control. In dealing with shipping and the laws for enforcing discipline on board British ships the Board of Trade seriously appears to side with Trades Unions and the aims and objects of Labour leaders rather than with the men who are in command, or even with the shipowner whose ships are affected. At first sight as I have said, this seems strange, and even after consideration it is difficult to account for it. The one nice, judging off hand, would probably put it down to the driving force of votes; the force of a small and noisy section operating on a bloc for those whom they lead. But the question here is scarcely one of votes, for both the sailor and his officer are, to all intents and purposes, outside the political arena. The men's interests, as a matter of fact, are advocated rather definitely in the House of Commons, while the officers and commanders are only heard of in the House of Lords. The men's aims are voiced by Mr. J. Havelock Wilson, the officers by Lord Muskerry. One by a Labour leader, the other by a Peer. Each advocate strives by all means to raise the status of his own section independently of the other; and the Board of Trade leans towards the sailor.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	MALTA	Noon, 19th Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, SUMATRA, and YOKOHAMA.	Capt. E. W. Bruce	About 28th Sept.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 16th September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	"YINGCHOW"	On 18th Sept., 4 P.M.
CEBU and ILOILO	"KALFONG"	On 18th Sept., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 20th Sept., 10 A.M.
MANILA	"TEAN"	On 22nd Sept., 4 P.M.
CHIEFOO and TIENTSIN	"KUEICHOW"	On 24th Sept., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"TAIYUAN"	On 10th Oct., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI STEAMERS have good Saloon, Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS,
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW	"CHOSHUN MARU"	FRIDAY, 18th Sept., at 9 A.M.
AMOI & FOCHOW	Capt. T. SUBUGA	at 9 A.M.
TAMISU VIA SWATOW	"JOSHIN MARU"	SUNDAY, 20th Sept., at 10 A.M.
AMOI	Capt. Y. KABURAKI	at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 15th September, 1908.

T. ARIMA, Manager.

13

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports,
and all North and South American Ports,
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, TIENTSIN, S.S. LIBERIA ... 21st Sept.	FOR HAVRE & HAMBURG: S.S. AMERICA ... 10th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBA ... 2nd Oct.	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. HEBEL ... About 28th Sept.
S.S. SENEGAMBIA ... 15th Oct.	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
S.S. SITHONIA ... 23rd Oct.	S.S. SILEZIA ... 18th Oct.
S.S. SCANDIA ... 18th Nov.	S.S. SAMBA ... 31st Oct.
S.S. BEISGAIA ... 18th Nov.	
S.S. DORTMUND ... 28th Nov.	

For NEW YORK ... S.S. VANDALIA On 25th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 16th September, 1908.

Hongkong Office.

12

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 18th Sept., 4 P.M.
TIENTSIN VIA SWATOW	"CHIPSHING"	Saturday, 19th Sept., Noon.
TSINGTAU, WEIHAIWEI & CHIEFOO	"HANGSANG"	Sunday, 20th Sept., 10 P.M.
SHANGHAI VIA SWATOW	"LOONGSANG"	Friday, 25th Sept., 4 P.M.
MANILA	"KUSANG"	Friday, 2nd Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Friday, 9th Oct., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "Kusang" and "Namsang" leave about every 3 weeks for Shanghai and Yokohama, stopping at Kobe (China Sea) and Moji (Japan), providing a day of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chooes, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS.

Hongkong, 18th September, 1908.

16

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinkwangtao, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 Days.
NAPLES to Hongkong in 29 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland

Passengers to Overland and Europe } via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 26 DAYS

HOMeward via MACILLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

— OUESSANT ... 18th Sept. — CEYLON ... 26th Nov.
— AMICAL OLY ... 12th Oct. — CORSE ... 11th Jan. 09

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 16th September, 1908.

782

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler, Tons 6131	WED'DAY, 30th Sept., at Daylight
VIETNAM, WASH., via SEATTLE, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	INABA MARU Capt. Wm. Bairbridge, Tons 6139	WED'DAY, 14th Oct., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TOSA MARU Capt. J. Nagao, Tons 5823	SATURDAY, 26th Sept., at 4 P.M.
KOBE and YOKOHAMA	NIKKO MARU Capt. T. Harrison, Tons 5559	FRIDAY, 2nd Oct., at Noon
SHANGHAI and KOBE	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 30th Oct., at Noon
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. P. E. Cope, Tons 6761	FRIDAY, 18th September, at Noon
	YTOROFU MARU Capt. K. Sato, Tons 4165	TUESDAY, 22nd September, at Noon
	KUMANO MARU Capt. N. Mathieson, Tons 5076	WED'DAY, 30th Sept., at Noon

* Omitting Keelung and Shimidzu.

† Fitted with Marconi's System of Wireless Telegraphy.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,
MANAGER.

336

Hongkong 17th September, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 19th Sept., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 26th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

14

Hongkong, 13th September, 1908.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

Hongkong, 7th September, 1908.

MELOERS & CO.,
AGENTS.

8

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LONDON, E.C.

* TICKETS TO EUROPE by the principal STEAMSHIP LINES and RAILWAYS.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

320

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIMAH	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJILATAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 7th September, 1908.

18

SOUTH MANCHURIA RAILWAY

SHORTEST & QUICKEST ROUTE TO EUROPE

IN 16 DAYS FROM SHANGHAI TO LONDON

VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,377 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kwanengtan (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after middle of September, 1908).

BRANCH RAILWAY LINES—For Ryjoon (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 1 hour from Tashihohia Junction.

PUSHOU LINE—For the famous Pushou Collieries from Soochow Junction.

ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Haien connecting with the Korean Government Railway.

RAILWAY-HOTELS—"YAMATO" HOTELS (Tel. Add: "YAMATO").

AT DAIREN (Dalny), PORT ARTHUR and KWANCHENGZU, and also very shortly at MUKDEN all managed by the Company and provided with every convenience, luxury, and comfort.

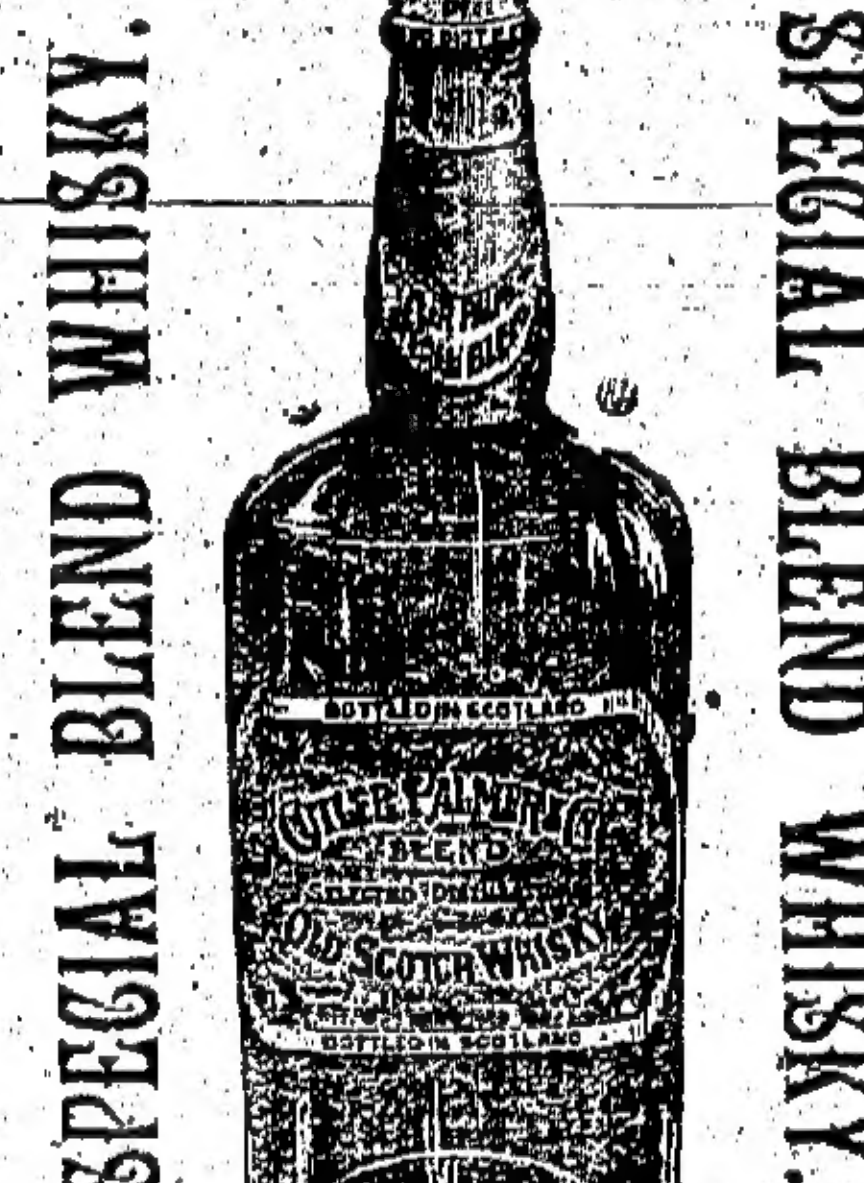
SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add: "MANTELST." Codes: A.B.C. 5th Ed., AT and Lieber's.

1303

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIFMSEN & CO.,

HONGKONG.

SANG MOW.

RATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908.

401

ON SALE.

RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information. Prices: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

ON SALE.

RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 34 Years.

FROM 1874 TO 1907.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

MAIL TABLES FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office

Hongkong, 14th January, 1903.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

From 1st JANUARY, 1854 to 31st DECEMBER, 1912, BEING FROM THE 1st YEAR OF THE 78th CYCLE TO THE 60th YEAR OF THE 78th CYCLE THAT IS THE 32nd YEAR OF "TING CHI TO THE 39th YEAR OF KWONG SHI.

PRICE \$2 CASH

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

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POST OFFICE NOTICE

Approximate times of closing mails at Shanghai via Daire and Siberia
 25th September... at 9 a.m.
 2nd October... at 1 p.m.
 9th October... at 8 a.m.

The China, with the American mail left Manila for Hongkong on Wednesday evening, and will be due to arrive to-day, about noon.

FOR	FOR	DATE
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Friday, 18th, 8.00 A.M.
Norfolk N.S.W.	Claverburn	Friday, 18th, 9.00 A.M.
Manila	Victoria	Friday, 18th, 11.00 A.M.
Yokohama and Kobe	Frederic Waldemar	Friday, 18th, 1.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 18th, 1.15 P.M.
Macao	Sui Tai	Friday, 18th, 3.00 P.M.
Amoy, Ningpo and Shanghai	Yingchow	Friday, 18th, 3.00 P.M.
Cebu and Manila	Kayong	Friday, 18th, 3.00 P.M.
Swatow, Tsingtau, Weihaiwei, Chefoo & Tientsin	Chapking	Friday, 18th, 3.00 P.M.
Manila	Yunano	Friday, 18th, 4.0 P.M.
Kobe and Yokohama	Hitachi Maru	Friday, 18th, 5.00 P.M.
Holhow and Pakhoi	Haitan	Saturday, 19th, 1.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO, and other ports.
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Manila, Thursday 12, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle.

EUROPE & INDIA via Taitoria.
 (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
 The Parcel mail will be closed to-day, at 5 p.m.

Shanghai	Pingyong
Manila	Sui Tai
Swatow	Jason
Amoy and Shanghai	Haitan
Swatow, Amoy and Tientsin	Sin Mar
Holhow and Balabon	Sin Mar
Manila, Kobe, Yokohama, Victoria and Taitoria	Yunano
Singapore	Yunano

EUROPE & INDIA via Taitoria.
 (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Honolululu and San Francisco	China
Swatow, Amoy and Tientsin	China
Manila, Kobe, Yokohama, Honolululu, San Francisco and Portland	China
Shanghai, Man, Kobe, Yokohama, Yokohama, Victoria and Seattle	China

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Empress of China
Manila, Kobe, Yokohama, Honolululu, San Francisco and Portland	Empress of China
Shanghai, Man, Kobe, Yokohama, Yokohama, Victoria and Seattle	Empress of China

EUROPE & INDIA via Taitoria.
 (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Honolululu and San Francisco	Manchuria
Swatow, Amoy and Tientsin	Manchuria
Manila, Kobe, Yokohama, Honolululu, San Francisco and Portland	Manchuria
Shanghai, Man, Kobe, Yokohama, Yokohama, Victoria and Seattle	Manchuria

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Monteagle
Manila, Kobe, Yokohama, Honolululu, San Francisco and Portland	Monteagle
Shanghai, Man, Kobe, Yokohama, Yokohama, Victoria and Seattle	Monteagle

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Prinz Waldemar
Manila, Kobe, Yokohama, Honolululu, San Francisco and Portland	Prinz Waldemar
Shanghai, Man, Kobe, Yokohama, Yokohama, Victoria and Seattle	Prinz Waldemar

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Prinz Waldemar
Manila, Kobe, Yokohama, Honolululu, San Francisco and Portland	Prinz Waldemar
Shanghai, Man, Kobe, Yokohama, Yokohama, Victoria and Seattle	Prinz Waldemar

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
 Supplemental mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

TO-DAY.
 Reopen of Victoria British School, 9 a.m.
 TO-MORROW.
 Half-yearly Drawing of Sixty-five Debentures of Hongkong Club, at Club's House, 11 a.m.
 Ordinary General Meeting, Douglas Steamship Co., Ltd., at C.C. Office, noon.

COMMERCIAL

EXCHANGE
 CLOSING QUOTATIONS.
 September 17th.

ON LONDON.	100
Telegraphic Transfer	100
Bank Bills, at 30 days sight	100
Bank Bills, at 4 months sight	100
Credits, at 4 months sight	100
Documentary Bills 4 months sight	100
ON PARIS.	100
Bank Bills, at 30 days sight	100
Credits, at 4 months sight	100
ON GERMANY.	100
Bank Bills, at 30 days sight	100
Credits, at 4 months sight	100
ON NEW YORK.	100
Bank Bills, at 30 days sight	100
Credits, at 4 months sight	100
ON BOMBAY.	100
Telegraphic Transfer	100
Bank, on demand	100
ON CALCUTTA.	100
Telegraphic Transfer	100
Bank, on demand	100
ON SHANGHAI.	100
Bank, at sight	100
Private, 30 days sight	100
ON YOKOHAMA.	100
On demand	100
ON MANILA.	100
On demand	100
ON SINGAPORE.	100
On demand	100
ON BATAVIA.	100
On demand	100
ON HONGKONG.	100
On demand	100
ON BANGKOK.	100
On demand	100
ON SOERABAYA.	100
On demand	100
ON BANGKOK.	100
On demand	100
ON SOERABAYA.	100
On demand	100
ON BANGKOK.	100
On demand	100
ON SOERABAYA.	100
On demand	100

Printed Matter and Samples.
 Registration, 10.00 A.M.
 (Registration, with late fee of 10 cents, up to 10.45 A.M.)
 No late fee.
 Letters, 11.00 A.M.
 Saturday, 19th, 10.00 A.M.
 Saturday, 19th, 11.00 A.M.
 Saturday, 19th, 1.15 P.M.
 Saturday, 19th, 3.00 P.M.
 Saturday, 19th, 5.00 P.M.
 Sunday, 20th, 9.00 A.M.
 Sunday, 20th, 1.00 P.M.
 Sunday, 20th, 3.00 P.M.
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JOINT STOCK SHARES.

Hongkong, September 18th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 200	Nominal.
Banks		